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However, since the bumper 70 is made of a single resilient or elastomeric material, the face of the bumper 70 that is subject to impact of the piston 26 would become soft and thus lose its impact-resisting effect. In addition, breakage tends to occur between the slots 112 and the slots 110. Further, when the upper end 100 of the bumper 70 is subject to the impact from the piston 26, the bumper 70 is already in intimate contact with the cylinder 20 and thus has a low cushioning effect, as there is no room allowing further deformation of the bumper 70. Further, during assembly of the bumper 70, the slots 112 of the bumper 70 must be aligned with the ports 80 in the cylinder 20 in order to assure exhaustion of the air in the space 30 below the piston 26 via the ports 80. Difficulty and inconvenience in the assembly procedure are thus caused.

Page 3, lines 8-17 has been amended as follows:

The cylinder 20 comprises a chamber 21 defined by an inner peripheral wall 211 and an end wall 212. A piston-driving means 22 is mounted in the chamber 21 at a position opposite to the end wall 212. An example of the piston-driving means 22 comprises pressurized air or inflammable gas. An annular connecting wall 213 is provided to interconnect the end wall 212 with the inner peripheral wall 211. The annular connecting wall 213 has a cross sectional size larger than that of the inner peripheral wall 211. A through-hole 23 is defined in a central portion of the end wall 212. Further, plural ports 214 are defined in the inner peripheral wall 211 and communicated with the compartment 12.

Page 3, line 22 through page 4, line 8 has been amended as follows:

A bumper 30 is securely mounted in an end of the chamber 21 of the cylinder 20. As illustrated in Figs. 2A and 2B, the bumper 30 comprises a first bumper section 31 and a second bumper section 32 made of a material that is less rigid than that of the first bumper section 31. The second bumper section 32 includes an enlarged end section 321 that abuts against the end wall 212 and that is securely received in a space defined by the annular connecting wall 213 of the cylinder 20. Further, the remaining portion of the bumper 30 is not in contact with the inner peripheral wall 211 of the cylinder 20, thereby providing a gap therebetween. The bumper 30 has a central through-hole 33 extending through the first bumper section 31 and the second bumper section 32 and aligning with the through-hole 23 in the end wall 212. As illustrated in Fig. 1, the driving element 25 extends through the through-hole 23 in the end wall 212 of the cylinder 20 and the through-hole 33 in the bumper 30.